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Washington Connection

Congresswoman **Candice Miller**

<http://candicemiller.house.gov>

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Rep. Miller Opposes New Immigration Proposal

Calls it amnesty and will not support it

Congresswoman Miller made the following statement upon the introduction of a controversial new immigration bill that was recently introduced in the U.S. Senate:

"I am seriously concerned that the immigration deal struck in the United States Senate would reward those who have broken our laws to enter the nation with permanent residency. In my opinion this is amnesty which I cannot support.



Rep. Miller visited the southern border in July of last year. Her position on immigration is that we must secure our borders before any other action is taken.

of the agreement. My position is simple; before we can begin to contemplate a next step we must first secure the border and have stringent enforcement of laws regarding immigration and employment of illegal workers.

"The Senate amnesty plan will not only reward those who have broken our laws but will punish American taxpayers with a crushing new burden on our education, health care, law enforcement, Medicare, Medicaid and

Social Security systems. If the Senate bill comes to the House I will vigorously oppose it."

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"While some of the border enforcement measures outlined in the agreement are promising, they are simply overwhelmed by other portions

Macomb Daily Praises Miller's Ballast Water Legislation

Editorial endorses her legislation to impose a tough federal standard on vessels carrying potentially damaging ballast water:

Tougher ballast regulation key to lakes' safety

The Great Lakes Commission has asked the region's congressional delegation to assist in keeping invasive spe-

cies out of the lakes chain. The Healing Our Waters-Great Lakes Coalition this month demanded a prohibition on international shipping in the Great Lakes to call attention to the problem of invasive species in the Lakes.

Both groups want national standards and regulations on ballast water to prevent international shipping from introducing further foreign species into the

Great Lakes. Healing Our Waters has gone so far as to call for an embargo on international shipping in the Lakes.

A temporary ban on international shipping isn't going to happen and is ill-advised. Such a moratorium would further damage Michigan's economy. Also, it would be a Herculean task to get all the states in the commission and Canada to agree to

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\$5 Million for New Business Project

Congresswoman Candice Miller and Congressman Joe Knollenberg of Oakland County jointly announced that \$5,000,000 has been authorized in the Department of Defense Authorization bill for Automation Alley to create a new Macomb County Business Accelerator.

The project will allow automakers to engineer and manufacture parts that the military needs to maintain its over 3000 weapons systems but cannot currently access due to business closures.

"This funding is great news for Macomb County, for our military, and for Automation Alley, and I'm pleased I was able to get it included in the FY '08 Defense Authorization Bill," Rep. Miller said. "This accelerator would help create new opportunities for Michigan manufacturing companies in

the defense field and new jobs for workers in Southeast Michigan. This is an innovative project and has truly been a great example of cooperation between federal, state and local government as well as area businesses to work together to expand our economy in Southeast Michigan. This is truly a win-win situation for our manufacturing companies, workers and the military.

"The new business accelerator has drawn the support of federal, state and local government in addition to private entities like Automation Alley," Miller continued. "This kind of coordinated action bodes well for an economic turnaround in our region and it is my hope that we see more and more of this kind of effort in the future. We need to be very aggressive in making sure our workers get the opportunity to show the Pentagon that we can

build the best products at a competitive price."



Rep. Miller attended the Grand Opening of the American Business Development Group's Sterling Heights branch. The group provides consultants to assist businesses with defense opportunities. Here she discusses some of the products being made by Huron County-based AG Manufacturing with its president Victor Edozian. AG Manufacturing has a defense contract to provide technical assistance to small businesses and identify small, local manufacturing firms that can help address supply needs of the military.

Miller's Ballast Water Legislation (Continued...)

(Continued from page 1)

such a ban. A backlash from foreign countries that would undoubtedly enact similar moratoriums against U.S. shipping in retaliation would hurt the nation's economy.

The solution the commission and coalition seek already exists in the form of HR 889, introduced by U.S. Rep. Candice Miller, R-Harrison Township, in February.

Miller's bill would impose stringent federal standards for ships carrying ballast water and entering the Great Lakes system. The bill's standards for discharged ballast water would be 10 times tougher than guidelines now used by the International Maritime Organization, and would require that all ships entering the U.S. — especially those through the St. Lawrence Sea-

way into the Great Lakes — complete ballast water exchanges before entering the country. The ballast exchanges would theoretically flush any invasive species out a ship's tanks before they reached the Great Lakes chain.

Ballast water is held in tanks of ships to increase stability. When ships enter the Great Lakes, they discharge at least some of the ballast water — often taken on in other countries. Scientists blame the ballast discharges for the introduction of as many as 183 foreign species that now inhabit the Great Lakes. Those species include the destructive zebra mussel and other species that threaten the aquatic food chain, and the sport fishing industry in Michigan. A new foreign species is discovered in the Lakes about every six months.

Michigan, Indiana, Illinois, Minnesota, New York, Ohio, Pennsylvania and Wisconsin — the states within the commission — have called for federal ballast regulations. The commission and the Council of Great Lakes Governors have repeatedly urged Congress to adopt legislation.

Michigan has enacted its own ballast water regulations. Those standards are now being legally challenged by Canadian shipping companies. Federally mandated regulations would stand up stronger to legal challenges.

Michigan's congressional delegation, as well as those of other states in the commission, must get behind Miller's legislation and make it a priority this year.

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week signed onto bill that would help protect children from sexual predators on the internet.

The bill is known as H.R. 1120, the "Deleting Online Predators Act." It

is that schools that receive Federal funding prevent the access of children to chat rooms or social networking websites, though schools may disable protection measures in order to allow use by students with adult supervision for educational purposes.

Libraries must also prevent the access of children without parental authorization to a chat rooms or social networking website.

The legislation also requires the Federal Trade Commission (FTC) to create a website and issue consumer alerts to inform parents, teachers and school officials about the potential dangers on the Internet, specifically online sexual predators and their ability to contact children through social networking sites and chat rooms.

Unfortunately, there have been a

slew of incidents of predators approaching children on the internet through chat rooms and social networking websites. The rapid growth and easy access of these sites has made monitoring children and protecting them from those with bad intentions has become increasingly difficult.

Rep. Miller is a proud supporter of this legislation because she believes that parents know what is best for their children and should have a say in what their children do when they are not under their supervision at home.

Parents pay taxes and should have a say in how the internet is used by their children when their taxes subsidize internet access in certain schools and libraries.

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Rep. Miller received an award on May 21 from the National Association of Manufacturers for her outstanding work in Congress to promote growth in business and manufacturing.

ARTICLE: Miller's Introduces Legislation to save boaters from extraneous fees

Macomb Daily: Recreational boaters may face more federal fees, But legislation is pending that would overrule the decision.

**By Chad Selweski
Macomb Daily Staff Writer**

First it was the sagging Michigan economy, then low lake levels, followed by high gas prices. Now, the Michigan boating industry fears another broadside is coming if recreational boaters face new federal fees and permits that could cost each captain of the ship hundreds of dollars. Under a 2006 court decision, federal rules that regulate the discharge of ballast or bilge water by ships also

apply to those plying the waters on a sailboat or cabin cruiser. Legislation pending in Congress would overrule that decision, maintaining the exemption for recreational boaters that has existed for more than three decades. But the prospect of federal permit and enforcement requirements has boaters and marina owners worried.

"This doesn't make any sense, and it wouldn't solve anything," said Eric Foster, general partner at Belle Maer Harbor in Harrison Township. "This is just another example of government not really addressing the problem. It's an overkill situation."

A House bill co-sponsored by U.S. Rep. Candice Miller, a Harrison Township Republican, would nullify the court ruling

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Rep. Miller recently toured the Precisionwerx factory in Macomb County. Precisionwerx is a company that manufacturers and engineers high tech automotive and boating supplies, and Congresswoman is proud to support their efforts.



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Opposing the Korea Free Trade Agreement



Rep. Miller Boating Legislation (Continued...)

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by exempting recreational boaters from new mandates that would take effect in September 2008.

"If you're operating a boat primarily for pleasure you shouldn't be subjected to the same regulations as a freighter or a cruise ship or cargo ship," said Miller, an avid boater and co-chair of the House Boating Caucus. "It's just common sense that the average boater shouldn't need those permits."

The U.S. District Court ruled that Clean Water Act rules adopted in 1973 require pleasure watercraft to adhere to rules protecting against the dumping of engine cooling water, bilge water and deck runoff water. Miller said the wastewater permit could cost some boat owners up to \$1,500. National and state boating industry representatives expect the Miller legis-

lation to pass. If not, the court decision would impose the fees on more than 17 million recreational boats nationwide. The U.S. Environmental Protection Agency, which would oversee the process, is focused on preventing the discharge of ballast water from ocean-going ships, which introduce invasive species from across the globe into the Great Lakes and other large waterways. Boaters on Lake St. Clair and other Great Lakes present no danger of transporting pesky aquatic species, according to Foster. He said high fuel prices have turned many boats into "floating cottages" that rarely travel more than a few miles.

"I would be totally shocked if this bill doesn't pass," said Van Snider, president of the Michigan Boating Industries Association. "I see very, very strong support from the Michigan (congressional) delegation for this. Other representatives of

the boating industry got pretty much the same feeling from their state delegations."

Regulations in three federal statutes prevent recreational vessels from dumping garbage, sewage, fuel or motor oil. But critics say the legislation would greatly expand a bureaucratic process intended for freighters and supertankers.

"If left unfixed, boaters will face onerous permitting regulations that increase the cost and lessen the enjoyment of boating for a regulation really intended to regulate and control a ballast water tank that their boats don't even have," said Thom Dammrich, president of the National Marine Manufacturers Association.

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